



**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 6**

**Effective Sunday,**  
**September 24, 1950**

at 12:01 A. M. Pacific Time

*Be Careful Today*

**FOR EMPLOYEES ONLY**

**F. C. PAULSEN**

General Manager

**A. D. HANSON**

General Superintendent Transportation

**D. F. WENGERT, Superintendent**  
Los Angeles, Cal.

- E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.
- W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.
- F. H. BLAIR, Trainmaster. San Bernardino, Cal.
- W. J. FOX, Terminal Trainmaster. Los Angeles, Cal.
- R. F. WEISS, Master Mechanic. Los Angeles, Cal.
- D. C. KRAMER,  
Road Foreman of Engines. Los Angeles, Cal.
- L. C. WILLIAMS,  
Road Foreman of Engines. Las Vegas, Nev.
- J. P. MACK, Division Engineer. Los Angeles, Cal.
- W. R. KEAY, General Roadmaster. Los Angeles, Cal.

**First Subdivision and Branches**

- R. A. FORBES, Chief Train Dispatcher. Las Vegas, Nev.
- R. L. GUNDY,  
Asst. Chief Train Dispatcher. Las Vegas, Nev.
- G. J. WILDE,  
Asst. Chief Train Dispatcher. Las Vegas, Nev.
- J. L. HULIHAN,  
Asst. Chief Train Dispatcher. Las Vegas, Nev.

**Second Subdivision and Branches**

- L. W. FLAHERTY,  
Chief Train Dispatcher. Los Angeles, Cal.
- P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.
- J. E. MUNCEY,  
Asst. Chief Train Dispatcher. Los Angeles, Cal.
- H. W. STOKER,  
Asst. Chief Train Dispatcher. Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYES HOSPITAL  
ASSOCIATION PHYSICIANS AND SURGEONS  
ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE	TERRITORY
D. L. GAMETTE	Medical Director	Los Angeles	Los Angeles Divn.
DON B. GIBBONEY	Dist. Surgeon	Los Angeles	Los Angeles Divn.
J. J. Hamill	Surgeon	Las Vegas	Roach to Las Vegas
C. G. Scruggs	Surgeon	Las Vegas	Las Vegas
J. B. Demman	Surgeon	Las Vegas	Las Vegas
J. E. Ballachey	Surgeon	Yermo	Barstow to Calada
P. W. Lawler	Surgeon	Victorville	Hesperia to Barstow
Leland Jacobson	Surgeon	San Bernardino	Hesperia to Colton
T. A. Card	Surgeon	Riverside	Ontario to Colton
R. E. Fisher	Surgeon	Pomona	Ontario to Rowland
W. A. Sullivan	Surgeon	Ontario	Riverside to Pomona
W. W. Schultz	Surgeon	Puente	Rowland and Vicinity
E. M. Pettis	Surgeon	Fullerton	Fullerton to Anaheim
E. L. Schultz	Surgeon	East Los Angeles	East Los Angeles and Montebello
J. E. Anhalt	Surgeon	East Los Angeles	Montebello-Pico
A. L. Kobal	Surgeon	Los Angeles	Los Angeles
F. K. Anderson	Surgeon	Los Angeles	North Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
R. W. Moore	Surgeon	Los Angeles	Los Angeles
W. R. Gibson	Surgeon	Los Angeles	Los Angeles
Harry A. Baers	Oculist	Los Angeles	Los Angeles
E. M. F. Weaver	Oculist	Los Angeles	Los Angeles
H. M. Mason	Surgeon	Los Angeles	Los Angeles
R. A. Zak	Surgeon	Huntington Park	South Gate & Vicinity
G. H. Quillen	Surgeon	Wilmington	San Pedro to Long Beach
W. W. Horst	Surgeon	Wilmington	San Pedro to Long Beach
R. B. Eusden	Surgeon	Long Beach	Paramount to Long Beach
W. W. Mead	Surgeon	Watts	Compton and Vicinity
R. H. Munford	Surgeon	La Habra	La Habra and Vicinity
H. G. Westphal	Surgeon	Glendale	Glendale and Vicinity
J. S. Hibben	Surgeon	Pasadena	Pasadena to Los Angeles
C. C. Snyder	Surgeon	Pasadena	Pasadena
J. E. Cummings	Surgeon	Highland Park	Highland Park and Eagle Rock
W. G. Patton	Surgeon	Alhambra	Monterey Park
D. P. Nebeker	Surgeon	Alhambra	Alhambra & Monterey Park
W. W. Woods	Surgeon	Alhambra	Alhambra & Monterey Park
C. T. Poulson	Surgeon	Inglewood	Inglewood & Vicinity
J. C. Sharpe	Surgeon	West Los Angeles	Beverly Hills and W. Los Angeles
G. R. Dunlevy	Surgeon	Hollywood	Beverly Hills, Hollywood & Vicinity
T. M. Hearn	Surgeon	Hollywood	North Hollywood
J. E. Bergmann	Surgeon	Santa Monica	Santa Monica & Vicinity
W. W. Meier	Surgeon	East Los Angeles	Lynwood & Vicinity

**Standard clocks are located as shown below:**

Las Vegas. Freight Enginemen's Locker Room	Yermo. Telegraph Office
Las Vegas. Passenger Enginemen's Locker Room	Yermo. Enginemen's Locker Room
Las Vegas. Conductor's Register Room	San Bernardino. Union Pacific Round House
Las Vegas. Telegraph Office	East Yard. Enginemen's Locker Room
Las Vegas. Yard Office	East Yard. Telegraph Office
Las Vegas. Dispatcher's Office	Los Angeles. Union Station Telegraph Office
Kelso. Telegraph Office	Los Angeles. Union Station Enginemen's Locker Room

**CONDENSED TIME-TABLE**

WESTWARD					EASTWARD							
FIRST CLASS					FIRST CLASS							
3	103	1	37	Distance from Ogden	Time-Table No. 6		Mile Post	4	2	104	38	
Passenger	Streamliner Passenger	Passenger	Passenger		September 24, 1950			Passenger	Passenger	Streamliner Passenger	Passenger	
Daily*	Daily	Daily	Daily		STATIONS							
9.55	6.25	5.00	7.00	0.0	MT	OGDEN	MT	0.0	A 6.20	A 7.10	A 9.35	A 6.40
10.45	7.10	5.50	8.00	36.8	MT	SALT LAKE CITY	MT	36.8	5.30	6.20	8.50	5.45
10.10	6.20	5.00	8.40		PT		PT	784.0	4.10	5.10	7.40	4.15
12.22	8.14	7.10	11.45	154.4		LYNN DYL		665.9	1.55	2.38	5.46	1.30
2.10	9.30	8.45	2.05	248.5		MILFORD		576.8	12.30	1.15	4.37	11.40
2.50	9.57	9.15	2.50	278.9		LUND		541.4	11.40	12.25	4.00	10.50
4.55	11.30	11.05	5.00	360.8		CALIENTE		459.5	9.40	10.25	2.24	8.40
7.50	2.15	2.30	8.45	486.1		LAS VEGAS		384.2	7.00	7.40	11.55	5.30
8.10	2.25	2.45	9.15						6.45	7.25	11.45	5.00
11.25	5.10	6.00	1.25	657.1		YERMO		168.2	3.22	4.12	8.45	12.30
11.48	5.28	6.25	2.00	670.5		BARSTOW		150.1	2.55	3.52	8.27	12.01
1.55	7.25	8.35	4.20	751.8		SAN BERNARDINO		67.8	12.50	1.50	6.38	9.55
2.05	7.38	8.45	4.30	754.8		COLTON		64.5	12.37	1.37	6.25	9.32
2.20	7.45	9.00	4.50	761.8		RIVERSIDE		57.5	12.25	1.25	6.13	9.15
2.43	8.08	9.23	5.23	781.5		ONTARIO		37.8	11.58	1.00	5.53	8.35
2.53	8.11	9.32	5.35	787.3		POMONA		32.0	11.50	12.50	5.46	8.27
3.30	8.40	10.10	6.25	777.3		EAST LOS ANGELES		5.7	11.20	12.20	5.20	7.50
A4.00	A9.00	A10.40	A7.00	821.0	PT	LOS ANGELES	PT	0.0	11.00	12.01	5.00	7.30
						821.0			Daily	Daily	Daily	Daily
(19.05)	(15.35)	(18.40)	(25.00)		Thru Time			(18.20)	(18.09)	(15.35)	(22.10)	
42.2	52.7	44.0	32.8		Average speed per hour			44.8	45.2	52.7	37.0	

Light figures indicate A.M. Heavy figures indicate P.M.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Ontario, Pomona	Salt Lake City or beyond	
3	Ontario, Victorville	Salt Lake City or beyond	
3	Victorville		Los Angeles
*37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
4	Pomona, Ontario		Salt Lake City or beyond
4	Victorville	Los Angeles	Salt Lake City or beyond
*38	Any station	Any station	Any station
104	Riverside	Los Angeles	Any station where No. 104 stops

\*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION							Distance from Salt Lake City	Time-Table No. 6	
		SECOND CLASS		FIRST CLASS				September 24, 1950			
Car capacity of Sittings, etc. See Rule 6(A), Page 8		259 Time Freight	299 Stock Special	37 Passenger	3 Passenger	1 Passenger	103 Streamliner Passenger	STATIONS			
	OPTWY	3.30PM	1.45AM	9.15PM	8.10AM	2.45AM	2.25AM	449.8	DN-R LAS VEGAS YL VG		
117	P			9.24	8.20	2.55	2.35	454.7	4.9 BRACKEN		
	Y							457.0	2.8 BOULDER JCT.		
107	FW			f 9.35	8.28	3.02	2.42	461.5	4.5 ARDEN A		
104	P			f 9.45	8.38	3.12	2.52	469.0	7.5 SLOAN SX		
115	P			9.53	8.46	3.19	2.59	474.7	5.7 ERIE		
116	P			10.01	8.53	3.26		482.9	8.2 JEAN JE		
118	P			10.06				487.7	4.8 BORAX		
66	P			10.10	9.01	3.34		492.8	4.6 ROACH		
125	P			10.14		3.38 <sup>38</sup>		496.8	4.5 CALADA		
118	FW			10.19				501.5	4.7 DESERT		
117	P			10.26			3.24 <sup>38</sup>	506.5	5.0 NIPTON OH		
117	P			10.32	9.20	3.53		511.9	5.4 MOORE		
117	P			f 10.40 <sup>104</sup>			3.33	516.5	4.6 IVANPAH		
117	P			10.50	9.31	4.03	3.38	521.1	4.6 BRANT		
106	P			10.55			3.44	526.0	4.9 JOSHUA		
103 } 107 }	PT			11.01	9.43	4.12	3.48	529.8	8.8 OIMA YL		
115	P			11.07	9.49	4.18	3.52	533.8	4.0 CHASE		
117	P			11.12	9.54	4.23		536.9	8.1 ELORA		
118	P			11.18	9.59	4.29	3.59	540.6	8.7 DAWES		
117	P			11.25	10.04	4.36		544.9	4.3 HAYDEN		
	OPWY			s 11.40	10.12	4.43	4.08	548.5	8.6 DN KELSO YL FO		
114	P			11.47				558.4	4.9 FLYNN		
117	P			11.52				558.1	4.7 KERENS		
81	P			11.56PM	10.24	4.56		562.1	4.0 GLASGOW		
106	FW			12.01AM			4.22	566.4	4.8 SANDS		
117	P			12.07				572.1	5.7 BALOH		
117	P			12.14	10.39	5.14	4.33	579.7	7.6 ORUCERO		
126	P			12.20	10.47	5.21		587.1	7.4 BASIN		
70	P			12.27				592.5	5.4 AFTON		
125	P			12.34	10.59	5.33		596.7	4.2 DUNN		
117	P			12.40				601.6	4.9 FIELD		
117	P			12.45 <sup>38</sup>	11.09	5.43		606.2	4.6 MANIX		
117	FW			12.55				610.7	4.5 HARVARD		
115	P			1.00			5.04	615.7	5.0 TOOMEY		
	OPTWY	A 12.25AM	A 7.15AM	A 1.15AM	A 11.23AM	A 6.00AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN		
									171.0		
		(8.55) 19.2	(5.30) 31.1	(4.00) 42.7	(3.13) 53.1	(3.15) 52.8	(2.45) 62.2		Thru Time		
									Average speed per hour		

All first-class trains will register at Yermo by train registering ticket.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
 For stations not shown on schedule pages.—See Page 11.

		FIRST SUBDIVISION							EASTWARD	
		FIRST CLASS							SECOND CLASS	
Car capacity of Sittings, etc. See Rule 6(A), Page 8		38 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	Time-Table No. 6		
	OPTWYZ	A 5.00AM	A 6.45PM	A 7.25PM	A 11.45PM	A 12.45PM	A 3.30AM	September 24, 1950		
		STATIONS							Mile-Post	
		384.2						DN-R LAS VEGAS YL VG		
117	P	329.8	4.44	6.35	7.15	11.35		4.9 BRACKEN		
	Y	327.0						2.8 BOULDER JCT.		
107	FW	322.5	f 4.35	6.29	7.09	11.29		4.5 ARDEN A		
104	P	315.0	f 4.22					7.5 SLOAN SX		
115	P	309.8	4.10	6.14	6.54	11.14		5.7 ERIE		
116	P	301.1	s 3.59	6.06	6.46			8.2 JEAN JE		
118	P	296.8	3.50					4.8 BORAX		
66	P	291.7	3.45					4.6 ROACH		
125	P	287.2	3.38 <sup>1</sup>					4.5 CALADA		
118	FW	282.5	3.30	5.49	6.30			4.7 DESERT		
117	P	277.5	f 3.24 <sup>103</sup>					5.0 NIPTON CH		
117	P	272.1	3.14					5.4 MOORE		
117	P	267.5	f 3.09	5.34	6.17	10.40 <sup>37</sup>		4.6 IVANPAH		
117	P	262.9	3.00					4.6 BRANT		
106	P	258.0	2.55					4.9 JOSHUA		
103 } 107 }	PY	254.2	f 2.50	5.20	6.06	10.29		8.8 OIMA YL		
115	P	250.2	2.40	5.11	5.58	10.21		4.0 CHASE		
117	P	247.1	2.30	5.04	5.51	10.14		8.1 ELORA		
118	P	243.4	2.20	4.56	5.43	10.06		8.7 DAWES		
117	P	239.1	2.10	4.48	5.35	9.58		4.3 HAYDEN		
	OPWY	235.5	s 2.00	s 4.40	5.27	9.50		8.6 DN KELSO YL FO		
114	P	230.6	1.43			9.42		4.9 FLYNN		
117	P	225.9	1.38	4.25	5.14			4.7 KERENS		
81	P	221.9	1.33			9.34		4.0 GLASGOW		
106	FW	217.6	1.27	4.17	5.06			4.8 SANDS		
117	P	211.9	1.21					5.7 BALOH		
117	P	204.8	1.15	4.05	4.54	9.20		7.6 ORUCERO		
126	P	196.9	1.08	3.58	4.47			7.4 BASIN		
70	P	191.5	1.01					5.4 AFTON		
125	P	187.8	12.55	3.45	4.34			4.2 DUNN		
117	P	182.4	12.50			9.00		4.9 FIELD		
117	P	177.8	12.45 <sup>37</sup>	3.37	4.26			4.6 MANIX		
117	FW	173.8						4.5 HARVARD		
115	P	168.8	12.37	3.29	4.18			5.0 TOOMEY		
	OPTWY	168.2	12.30AM	3.22PM	4.12PM	8.45PM	6.05AM	8.50PM	DN-R YERMO YL BN	
			Daily	Daily	Daily	Daily	Daily	Daily	171.0	
		Thru Time	(4.30)	(3.23)	(3.13)	(3.00)	(6.40)	(6.40)		
		Average speed per hour	38.0	50.5	53.2	57.0	25.6	25.6		

All first-class trains will register at Yermo by train registering ticket.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
 For stations not shown on schedule pages.—See Page 11.

WESTWARD		SECOND SUBDIVISION						Distance from Salt Lake City	Time-Table No. 6 September 24, 1950	
SECOND CLASS		FIRST CLASS				C.T.C.	STATIONS			
Car capacity of sidings, etc. See Rule 6(A), Page 8	299 Stock Special	259 Time Freight	3 Passenger	1 Passenger	103 Streamliner Passenger		37 Passenger	DN-R YERMO YL BN	DN-R LOS ANGELES UD	
	Daily	Daily	Daily	Daily	Daily	Daily	4.6	(Union Station)		
OPTWY	7.45AM	1.00AM	11.25AM	6.00AM	5.10AM	1.25AM	620.8			
IP			11.33AM	6.10AM	5.18AM	1.35AM	625.4			
			S 11.48AM	S 6.25	S 5.28	S 2.00	684.2			
			S 1.55PM	S 8.35	S 7.25	S 4.20	715.0			
			2.05	8.45	7.33	4.30	718.5			
IP			2.15PM	8.55AM	7.43AM	4.40AM	724.8			
P			S 2.20	S 9.00	7.45	S 4.50	725.5			
AI							727.8			
124 P			2.26	9.06	7.50	4.55	729.2			
113 P							780.0			
122 IP							784.7			
122 P			2.35	9.15	7.57	S 5.07	787.4			
I							744.9			
PW			2.43	9.23	8.03	S 5.23	745.2			
123 P							747.5			
P							750.0			
P			S 2.53	9.32	8.11	S 5.35	751.0			
118 P							754.1			
122 P			3.03	9.42		5.45	758.6			
122 PW			3.11	9.50		5.53	766.0			
P							772.1			
118 P			3.19	9.58	8.30	S 6.05	772.7			
67 P						S 6.11	774.5			
			S 3.30	S 10.10	S 8.40	S 6.25	777.8			
OPTWYZ	A 3.30PM	A 12.15PM					777.4			
P							780.2			
I							781.8			
I							788.0			
I			3.53	10.27	8.53	6.50	788.9			
I							784.0			
IP			A 4.00PM	A 10.40AM	A 9.00AM	A 7.00AM	784.7			

Thru Time ..... (7.45) 20.2 (11.05) 16.1 (4.35) 35.8 (4.40) 35.1 (3.50) 42.8 (5.35) 29.0 ..... Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For Stations not shown on schedule pages.—See Page 11.

WESTWARD		SECOND SUBDIVISION						Distance from Salt Lake City	Time-Table No. 6 September 24, 1950	
SECOND CLASS		FIRST CLASS				C.T.C.	STATIONS			
Car capacity of sidings, etc. See Rule 6(A), Page 8	256 Time Freight	260 Time Freight	4 Passenger	2 Passenger	104 Streamliner Passenger		38 Passenger	DN-R YERMO YL BN	DN-R LOS ANGELES UD	
	Daily	Daily	Daily	Daily	Daily	Daily	4.6	(Union Station)		
OPTWY	8.00PM	4.55AM	A 3.20PM	A 4.11PM	A 8.45PM	A 12.25AM	168.2			
IP			3.08PM	4.04PM	8.37PM	12.13AM	158.6			
			S 2.55	S 3.52	8.27	S 12.01AM	150.1			
			S 12.50	S 1.50	S 6.38	S 9.55PM	67.3			
			12.37	1.37	6.25	9.32	64.5			
IP			12.27PM	1.27PM	6.15PM	9.20PM	58.2			
P			S 12.25	S 1.25	6.13	S 9.15	57.5			
AI							55.2			
124 P			12.12	1.15		9.01	58.8			
113 P							58.0			
122 IP							48.3			
122 P			12.05PM	1.07		8.52	45.6			
I							38.1			
PW			11.58AM	1.00	5.53	S 8.35	37.8			
123 P							35.5			
P							33.0			
P			11.50	12.50	5.46	S 8.27	32.0			
118 P							28.9			
122 P						8.10	24.4			
122 PW			11.32	12.32		8.02	17.0			
P							10.9			
118 P						7.55	10.8			
67 P							8.5			
			S 11.20	S 12.20	S 5.20	S 7.50	5.7			
OPTWYZ							5.6			
P							2.8			
I							1.7			
I							0.0			
I										
IP			11.00AM	12.01PM	5.00PM	7.30PM				

Thru Time ..... (4.20) 38.1 (4.10) 39.6 (3.45) 44.0 (4.55) 33.6 (9.30) 16.5 (8.25) 18.7 ..... Average speed per hour

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For Stations not shown on schedule pages.—See Page 11.

**WESTWARD — ANAHEIM BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 6 September 24, 1950		Mile-Post
		STATIONS		
	0.0			0.0
		<b>WHITTIER JCT.</b>		
		2.8		
18	2.8	D	WHITTIER YL WR	2.8
		4.6		
	6.9		PAC. ELEC. CROSSING	6.9
		2.8		
	9.7		LA HABRA HA	9.7
		0.8		
	10.5		PAC. ELEC. CROSSING	10.5
		3.8		
6	18.8		SUNNY HILLS	18.8
		1.7		
1	15.5		A. T. & S. F. CROSSING	15.5
		1.8		
11	17.3	D	FULLERTON RN	17.3
		2.7		
40	20.0	D	ANAHEIM YL MN	20.0
		20.0		

**WESTWARD — BOULDER CITY BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 6 September 24, 1950		Mile-Post
		STATIONS		
	0.0			0.0
		<b>BOULDER JCT.</b>		
		9.8		
60	9.8	D	HENDERSON RB	9.8
		12.6		
	22.4	D-R	BOULDER CITY YL BC	22.4
		22.4		

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
For stations not shown on schedule pages.—See Page 11.

**SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))**

**Rule 6**

The following letters placed before figures of a schedule indicate:

- s —regular stop;
- f —flag stop to receive or discharge traffic;
- A—arrive.

**Rule 6(A)**

The following letters placed in column with station name in time-table indicate:

- D —day operator;
- N —night operator;
- DN—day and night operator;
- R —train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- O —coal;
- I —interlocking;
- O —oil;
- P —dispatcher's telephone;
- T —turntable;
- W —water;
- X —cross-over;
- Y —wye;
- Z —track scales;
- AI —automatic interlocking signals;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding;
- RCS —remote control switch.

**WESTWARD SAN PEDRO BRANCH EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from First Street Los Angeles	Time-Table No. 6 September 24, 1950		Mile-Post
		STATIONS		
		<b>EAST YARD YL D</b>		
		DN		
		HOBART YL J		8.1
		A. T. and S. F. Crossing		
		0.5		
		L. A. JCT. RY. CROSSING YL		8.6
		1.5		
		P. E. CROSSING YL		5.1
		0.2		
		BELL YL		5.8
		2.1		
		S. P. CROSSING		7.4
		2.0		
		WORKMAN		9.4
		1.8		
		P. E. CROSSING		11.2
		1.3		
		D PARAMOUNT YL HY		12.5
		1.8		
		RICO YL		14.8
		0.3		
		DOUGLAS JCT. YL		14.6
		2.8		
		P. E. CROSSING		17.4
		1.7		
		D MANUEL MU		19.1
		2.6		
		S. P. CROSSING		21.7
		0.2		
		P. E. CROSSING		21.9
		0.4		
		DN MEAD TFR YL WI		22.8
		0.9		
		HENRY FORD BLV. DRAWBRIDGE YL		28.2
		1.0		
		TERMINAL ISLAND YL		24.2
		1.7		
		EAST SAN PEDRO YL		25.9
		28.1		

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

Designation "Str." — Train with Diesel-electric Engine and all light-weight roller-bearing passenger train equipment.  
Designation "Psgr." — Train with steam Engine and all passenger train equipment; train with Diesel-electric Engine and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." — Train with freight cars; train with caboose only; Engine without cars.

When Diesel-electric passenger Engine is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling water cars converted from Vanderbilt type engine tenders on secondary tracks and branch lines.			20
DLS and Stock Specials: On straight track, where not otherwise restricted.			60	Jordan spreaders and other machines of spreader type, when in operation.			15
On curves, where not otherwise restricted.			50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Inspection bus cars.		40	40	On branch lines. (Slower speed must be observed where conditions require.)			15
When caboose is handled in train consisting of passenger train equipment.		55		Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
Diesel-electric switch engines in road service.	35	35	35	Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric Engine running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by continuous block signals. On main line.	50	40	25
Diesel-electric Engine in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)				On branch lines.		30	15
Backing up pulling a train. Backing up light.	40	40	40	When using cross-overs or turn-outs: Forward movement.	15	15	15
Trains handling scale test cars: On main line.			30	Back-up movement.	10	10	10
On branch lines.			20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling loaded wooden Hart convertible cars: On main line.			30	Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
On branch lines.			20	Wye tracks.	6	6	6
Trains handling company roadway machines on their own wheels: On main line:			30				
On straight track.			25				
On curves.			15				
On branch lines.							

**FIRST SUBDIVISION**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas				Cima to Kelso			
Between M.P. 334.2 and 332.9.	20	20	20	Diesel-electric Engine running light with dynamic brake in operation and passenger trains handled by Diesel-electric locomotives with dynamic brake in operation.		45	45
Arden				Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Engine with dynamic brake in operation.		30	
Between M.P. 321.0 and 320.6.	65	55	45	Cima to Kelso	60	40	20
Between M.P. 319.7 and 318.5.	40	40	30	All freight and mixed trains except when handled with Diesel-electric Engine with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.			
Between M.P. 317.1 and 315.0.	40	40	30				
Sloan							
Between M.P. 315.0 and 314.6. See Note.	40	40	30				
Between M.P. 313.6 and 312.6.	79	70	50				
Between M.P. 312.5 and 311.7.	45	40	30				
Between M.P. 309.8 and 309.3. See Note.	70	60	50				

FIRST SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Cima to Kelso</b> Streamline trains handled with automatic brake control and retaining valves in use.	45			<b>Basin</b> Between M.P. 196.2 and 193.8.	60	50	40
				Between M.P. 193.7 and 191.8	50	40	30
<b>Kelso</b> Between Signals 2359 and 2352.	20	20	20	<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
Between M.P. 231.2 and 230.9. See Note.	70	60	50	<b>Dunn</b> Between M.P. 187.0 and 186.2. See Note.	70	60	50
<b>Flynn</b> Between M.P. 223.9 and 223.5.	79	70	50	<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

SECOND SUBDIVISION							
<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	<b>Spadra</b> Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	<b>Walnut</b> Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	<b>Hillgrove</b> Between M.P. 15.3 and 15.1.	55	45	35
<b>Riverside Jct.</b> Between M.P. 58.1 and 57.8.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	<b>Whittier Jct.</b> Between M.P. 10.4 and 10.2. See Note.	60	50	40
<b>Streeter</b> Between M.P. 53.7 and 53.4. See Note.	60	50	40	<b>Montebello</b> Over Power operated Switch M.P. 7.72			
<b>Arlington</b> Between M.P. 52.3 and 51.8.	65	55	45	Using straight track	50	50	50
Between M.P. 50.7 and 49.9.	70	60	50	Using turn out	25	20	20
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	30	30	25	<b>East Yard</b> Between M.P. 3.3 and 1.7.	25	25	20
<b>Pomona</b> Between M.P. 32.5 and 31.5.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
				Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES						
Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Fr.		Psgr.	Fr.	
<b>Boulder City Branch</b>	30	30	<b>San Pedro Branch</b>	30	30	
Between M.P. 11.2 and 11.5.		20	Lead known as Consolidated Lumber Company track: On straight track.		10	
Between M.P. 17.8 and 19.0.		20	On curves.		6	
<b>Blue Diamond Spur</b>			Vernon, city limits.	12	12	
Arden to M.P. 8.		20	Henry Ford Ave. drawbridge.	15	15	
M.P. 8 to end of track.		12	<b>Pasadena Branch</b>	12	12	
<b>Crestmore Branch</b> Between Bly and Crestmore.		15	<b>Glendale Branch</b>	12	12	
<b>Anaheim Branch</b>		20	Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jct.			
Between M.P. 2.0 and 2.5.		15				
Between M.P. 12.0 and 13.0.		10				

Note: Referring to Special Rule 10(R) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

Eastward		Westward	
M.P. 309.8	M.P. 230.5	M.P. 314.6	M.P. 54.2
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 29.1
		M.P. 187.5	M.P. 10.2

STATIONS NOT SHOWN ON SCHEDULE PAGES							
Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
Cinderline Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
				Westcraft, Inc.	5.8	8	West
<b>Second Subdivision</b>				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13	East	Union Oil	6.1	2	East
Stearns Winery	45.8	226	East	Forest Lawn	6.2	3	Both
Champagne	43.5	45	Both	Glendale	7.7	5	Both
Ballou	40.5	41	Both				
Winery Spur	39.1	12	West	<b>Pasadena Branch</b>			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
Industrial Spur	27.0	38	East	Team Track	5.4	1	West
Fallon	21.7	9	West	Municipal Light Plant	8.2	8	East
Clayton	13.5	8	East	Municipal Light Plant	8.3	7	Both
St. Helens Spur	11.1	16	West	Lennox Furnace Co.	8.5	2	East
				Crown Fence & Supply Co.	8.6	2	West
<b>Boulder City Branch</b>				A. C. Vroman Inc.	9.3	3	East
Magnesium	10.5	20	Both	Pasadena	9.8	19	Both
				<b>San Pedro Branch</b>			
<b>Crestmore Branch</b>				Flood Control Spur	8.5	3	East
Ennis	3.1	15	Both	Rancho Los Amigos	10.0	3	East
Ormand	3.9	14	Both	Dayton Foundry Co.	10.2	6	West
Ormand Quarry	3.9	78	West	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Crestmore	6.9	Yard	Both	Maceo Corporation	11.5	15	West
				Auto Lite Battery	11.6	19	East
<b>Anaheim Branch</b>				Ohio Rubber Co.	13.2	26	West
Gladding McBean Track	0.2	9	Both	Export Petroleum Co.	13.5	20	West
Sunny Hills Spur	13.8	118	West	Richfield Oil Co.	13.8	36	East
Fullerton Industrial Lead	15.4	30	West	Exeter Refining Co.	14.1	20	East
California Juice Inc.	19.1	13	West	Operators Refining Co.	14.4	19	West
Southern California Citrus	19.2	16	West				
				<b>Lakewood Branch</b>			
				Lakewood	16.2	13 P	Both
				Douglas Aircraft Spur & Wye	16.5		Both
				Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	47	West
				City of Long Beach Water Dept.	17.1	8	East
				Hancock Refinery Spur	17.2	26	East
				Cherry Ave. Team Track	17.2	17	East

SET OUT TRACKS							
Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
Bracken	329.3	12	Both	Flynn	230.8	15	Both
Arden	321.9	15	Both	Kerens	225.8	18	Both
Sloan	315.2	15	West	Glasgow	222.0	16	Both
Erie	309.1	12	Both	Sands	217.4	11	Both
Jean	300.8	10	East	Balch	212.0	14	Both
Borax	296.9	14	Both	Crucero	204.1	23	West
Roach	291.5	11	Both	Afton	191.6	17	West
Calada	287.1	14	Both	Dunn	137.1	6	West
Desert	282.2	11	Both	Field	182.4	16	Both
Nipton	277.7	12	Both	Manix	177.6	19	East
Moore	271.9	8	Both	Harvard	173.2	16	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both				
Joshua	258.0	12	Both	<b>Second Subdivision</b>			
Cima	254.2	20	Both	Bly	48.3	89	Both
Chase	250.3	11	Both	Walnut	24.4	10	Both
Elora	246.8	9	Both	Hillgrove	17.0	30	Both
Dawes	243.4	16	Both	Pico	10.3	26	Both
				Montebello	8.5	30	Both

<b>MILEAGE</b>	
Main Line	338.5
Branches	83.0
<b>Total</b>	<b>421.5</b>